

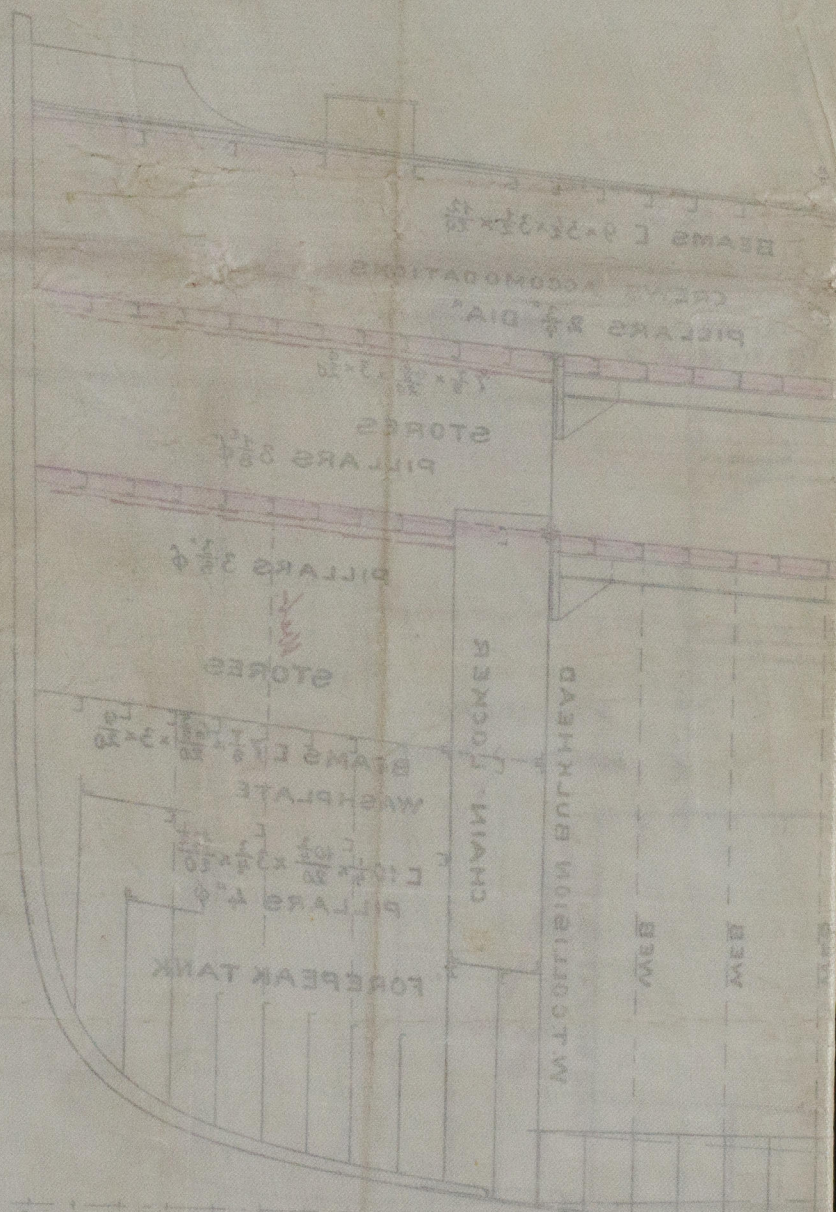




Profile

8/2 Warburton Dec 13/07

13/11/07



SPACED 6 INCH APART IN WAY OF PEAK TANK.
RIVETS THRO' FRAMES & SHELL PLATING

NO 31780
A-2
13-11-07



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13.11.07

EQUIVALENT BEAMS	
CHANNELS PRESCRIBED BY LLOYD'S RULES	PROPOSED GERMAN STANDARD SECTIONS
7 x 3 1/2 x 3 1/2 x 10	7 9/16 x 3 5/8 x 2 1/4 x 11 1/8
7 1/2 x 3 1/2 x 3 1/2 x 10	
8 x 3 1/2 x 3 1/2 x 10	
8 x 3 1/2 x 3 1/2 x 10	
8 x 3 1/2 x 3 1/2 x 10	7 9/16 x 3 5/8 x 2 1/4 x 11 1/8
8 1/2 x 3 1/2 x 3 1/2 x 10	
9 x 3 1/2 x 3 1/2 x 10	9 5/8 x 3 9/16 x 10 3/8 x 12 3/8
10 x 3 1/2 x 3 1/2 x 10	
12 x 3 1/2 x 3 1/2 x 10	11 x 4 1/4 x 12 x 13
12 x 3 1/2 x 3 1/2 x 10	

S.S. 228. PROFILE

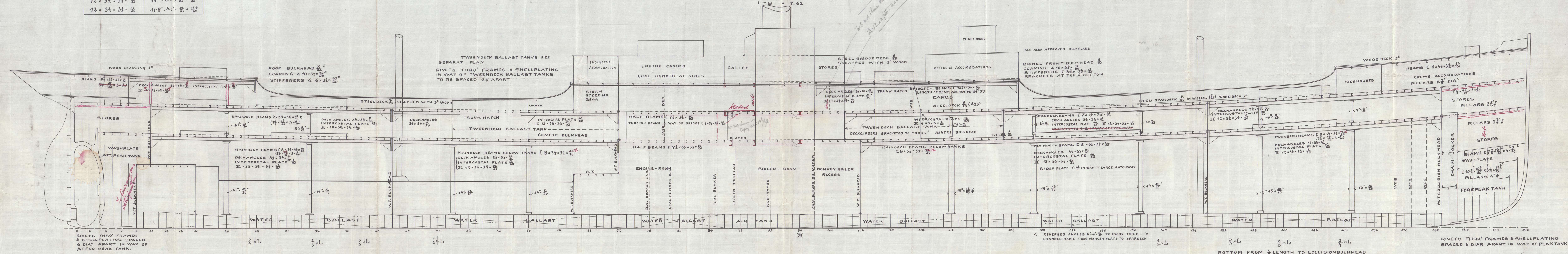
SCALE 1/8" = 1 FOOT.
LENGTH BETWEEN PERP.^s 399' 11"
BREADTH MOULDED 52' 6"
DEPTH MOULDED TO SPARDECK 34' 0 3/8"
" " " MAINDECK 23' 0 8/16"

CLASS: LLOYD'S 100 A.1. STEEL. SPARDECK RULE - DEEP FRAMING

1/2 GIRTH 46.78
1/2 BREADTH 26.25
DEPTH 24.15
NUMBER FOR FRAMES 97.18 (97-103)
" " PLATING 97.18 x 399.92 x 388.64 (36800 - 40000)
L + D = 16.58 TO MAINDECK
L + D = 12.44 " SPARDECK
L + B = 7.62

SHEER.

STERNPOST 3'-5"
1/8 L FROM STERNPOST 1'-8"
1/2 L 0'-0 3/8"
3/4 L FROM STEM 4'-10"
STEM 9'-9 1/2"



back plan.

1125-0259

G. Wartman

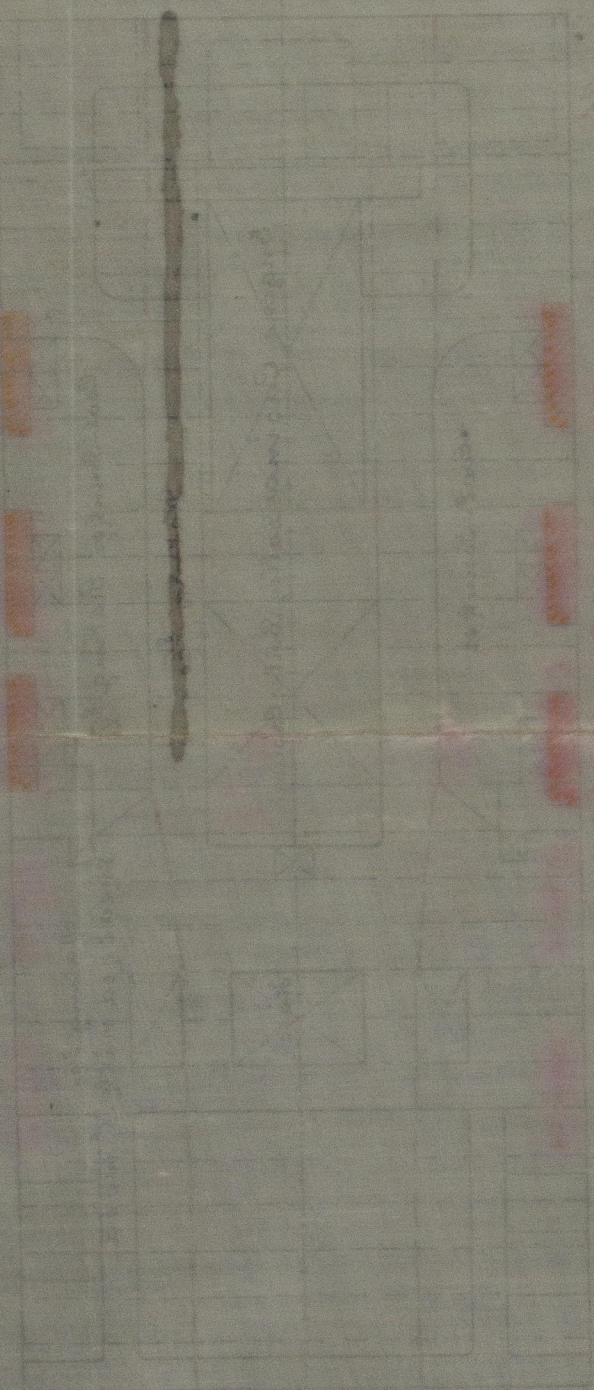
Blk 1364

RETARD

222.6.6

cf. 222.6.6 to 222.6.6

222.6.6



222.6.6

222.6.6

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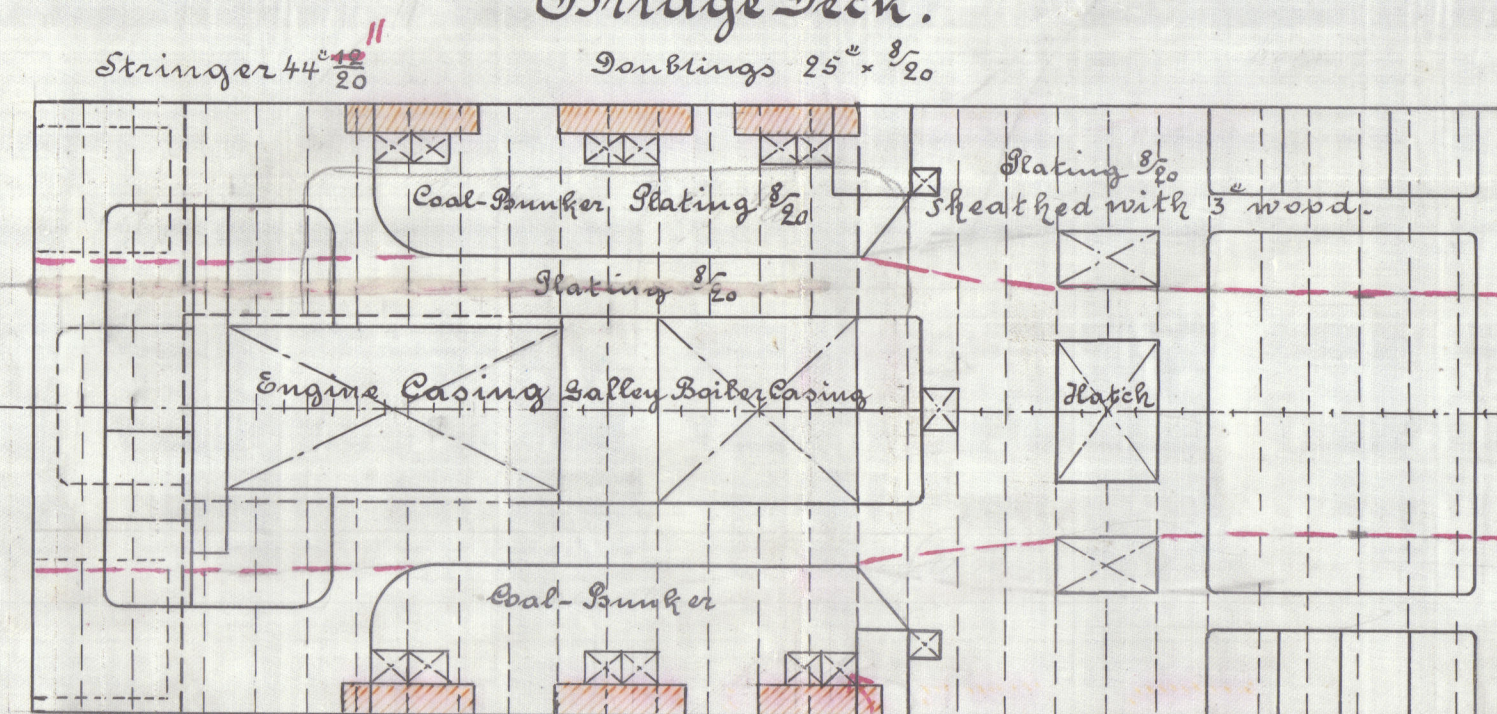
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21.10.07.

S. S. 228. Arrangement of Steel Decks.

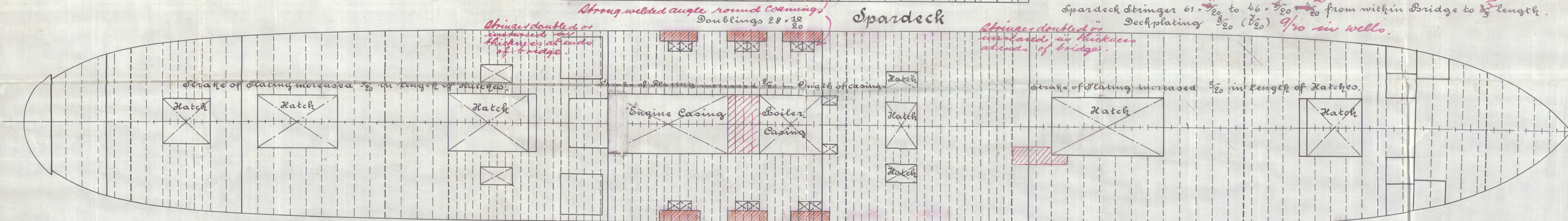
Scale $\frac{1}{16}'' = 1$ Foot.

Bridge Deck.

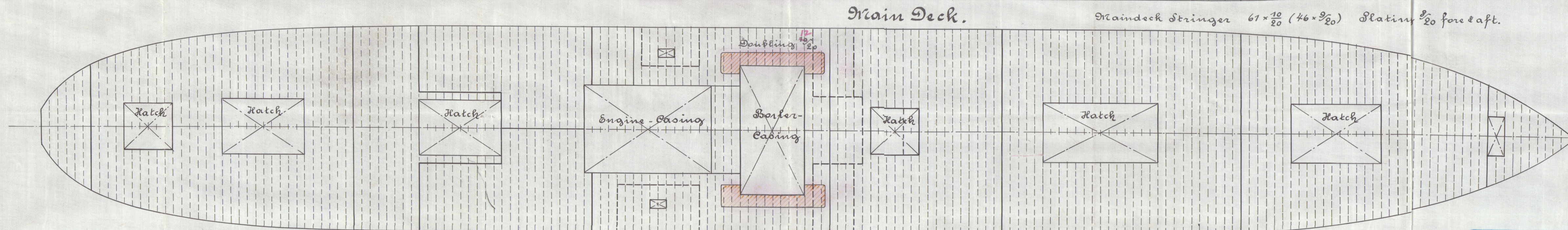


All Corners of Hatches & Casings to be strengthened with doubling plates at corners as per rule.

Spardeck



Main Deck.



c.B.
21.10.07



W1215-0261-

RETAIN

Midship Schür

of Wartenburg

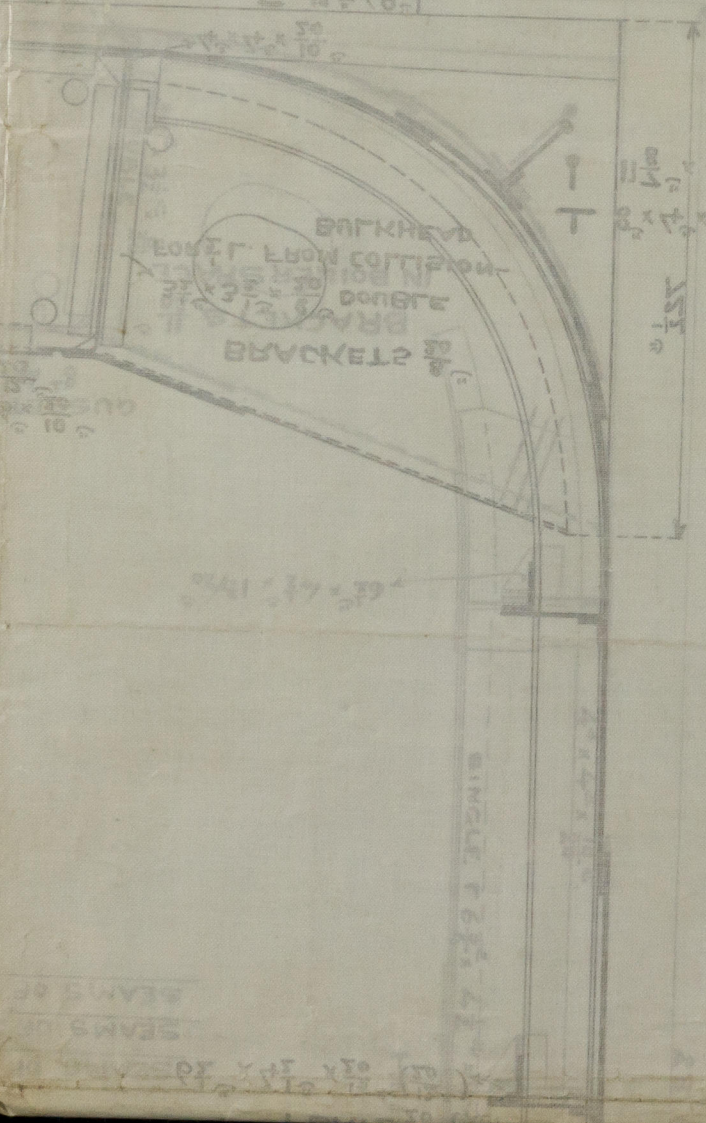
Rhu. 1364

13 11 2

g.p.

8-11-11
RECEIVED
10-1-11
10-1-11

+10 VIT LOBE & VEL
E 10 10 (10 10)



+10 VIT LOBE & VEL
E 10 10 (10 10)

C 10 10 (10 10)



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S. S. 228.

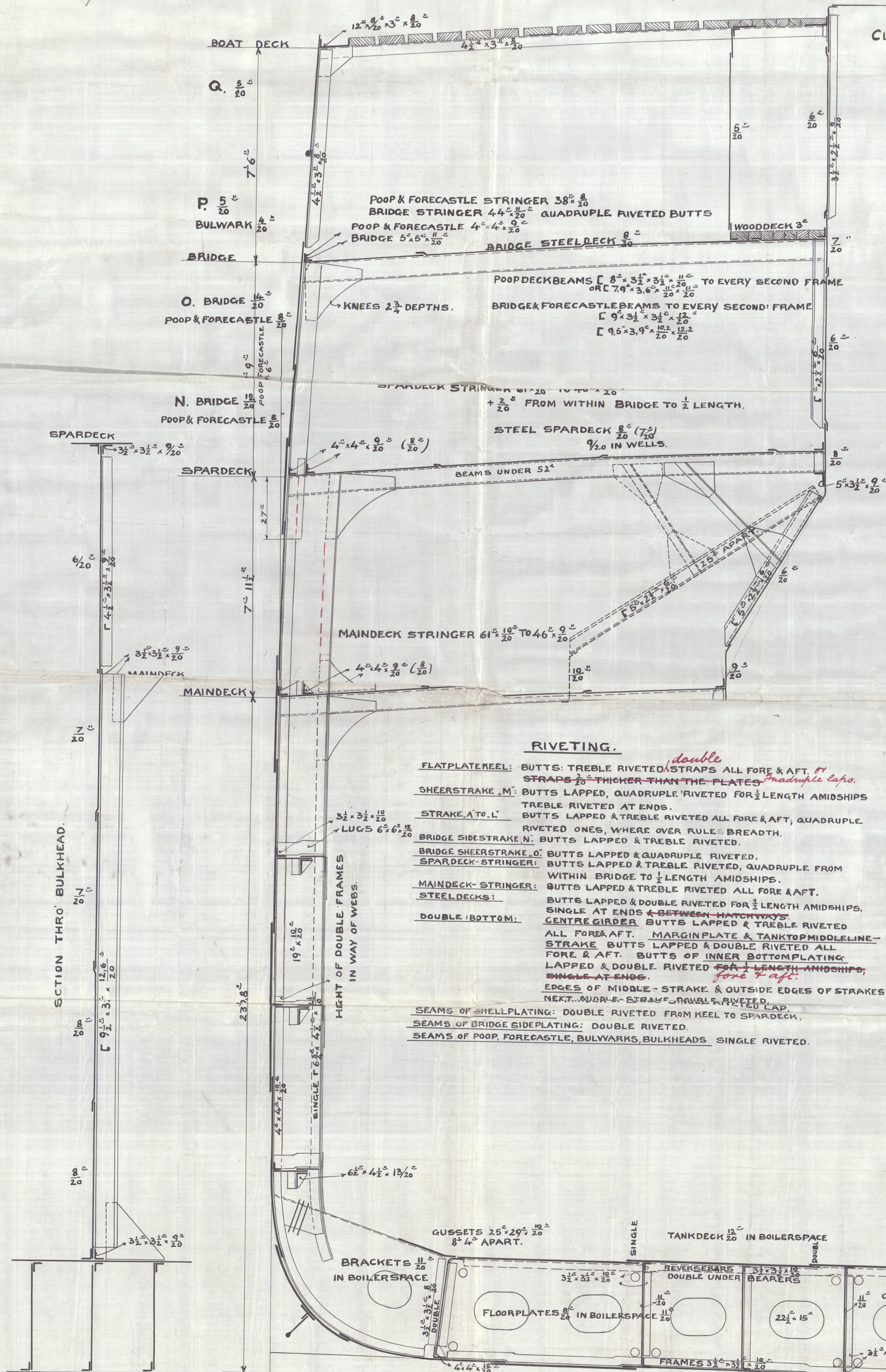
MIDSHIP SECTION.

LENGTH BETWEEN PERS. 399' 11"
BREADTH MOULDED 52' 6"
DEPTH MOULDED TO SPARDECK 31' 0.3"
" " MAINDECK. 23' 0.8"
CLASS: LLOYDS 100 A1 STEEL. SPARDECKRULE-DEEPFRAMING.
1/2 GIRTH 46.78
1/2 BREADTH 26.25
DEPTH 24.15
NUMBER FOR FRAMES = 97.18 (97-103)
" " PLATING = 97.18 x 399.92 = 38864 (36800-40000)
L + D = 16.58 TO MAINDECK
L + D = 12.44 TO SPARDECK
L + B = 7.62.
SCALE 1/2" = 1FOOT.

ANCHORS, CHAINS & CABLES.

1/2 GIRTH TO SPARDECK 54.74
1/2 BREADTH 26.25
DEPTH 32.11
113.10 x 399.92 = 45230.95
ERECTIONS ON SPARDECK: POOP 50 x 7.5 x 1.5 = 562.5
ERECTIONS ON SPARDECK: BRIDGE 123 x 7.5 x 1.5 = 1419.9
ERECTIONS ON SPARDECK: FORECASTLE 52 x 7.5 x 1.5 = 585.0
ERECTIONS ON BRIDGE 96 x 7.5 = 720.0
NUMBER FOR EQUIPMENT 48518.35 (46400-50200)

3 STOCKLESS BOWER ANCHORS TOTAL 182 CWTs.
1 STREAM ANCHOR INCL. STOCK 21.9 "
1 KEDGE " 9.4 "
270 FATHOMS STUD CHAIN CABLE 2 1/2" φ
90 " STREAM CHAIN 1 1/2" φ OR STEELWIRE 4 3/4"
120 " STEEL-TOWLINE 5"
2 x 90 " HAWSEER 8" HEMP
2 x 90 " " 7" "



RIVETING.

FLATPLATE-KEEL: BUTTS: TREBLE RIVETED (double) STRAPS 1/2" THICKER THAN THE PLATES. *double*
SHEERSTRAKE, M: BUTTS LAPPED, QUADRUPLE RIVETED FOR 1/2 LENGTH AMIDSHIPS
STRAKE, A TO L: BUTTS LAPPED & TREBLE RIVETED ALL FORE & AFT, QUADRUPLE RIVETED ONES, WHERE OVER RULE. BREADTH.
BRIDGE SIDE STRAKE N: BUTTS LAPPED & TREBLE RIVETED.
BRIDGE SHEERSTRAKE O: BUTTS LAPPED & QUADRUPLE RIVETED.
SPARDECK-STRINGER: BUTTS LAPPED & TREBLE RIVETED, QUADRUPLE FROM WITHIN BRIDGE TO 1/2 LENGTH AMIDSHIPS.
MAINDECK-STRINGER: BUTTS LAPPED & TREBLE RIVETED ALL FORE & AFT.
STEELDECK: BUTTS LAPPED & DOUBLE RIVETED FOR 1/2 LENGTH AMIDSHIPS.
DOUBLE BOTTOM: BUTTS LAPPED & DOUBLE RIVETED ALL FORE & AFT. MARGIN PLATE & TANK TOP MIDDLE LINE-STRAKE BUTTS LAPPED & DOUBLE RIVETED ALL FORE & AFT. BUTTS OF INNER BOTTOM PLATING LAPPED & DOUBLE RIVETED FOR 1/2 LENGTH AMIDSHIPS. SINGLE AT ENDS.
EDGES OF MIDDLE-STRAKE & OUTSIDE EDGES OF STRAKES NEXT MIDDLE-STRAKE & OUTSIDE EDGES OF STRAKES.
SEAMS OF SHELL PLATING: DOUBLE RIVETED FROM KEEL TO SPARDECK.
SEAMS OF BRIDGE SIDE PLATING: DOUBLE RIVETED.
SEAMS OF POOP, FORECASTLE, BULWARKS, BULKHEADS: SINGLE RIVETED.

DETAILS.

CHANNEL FRAMES IN HOLDS $9 \frac{1}{2} \times \frac{11}{16} \times 4 \frac{1}{16}$
IN WAY OF LARGE HATCHWAY REVERSED FRAMES $4 \times 4 \times \frac{1}{16}$ TO EVERY THIRD FRAME FROM MARGIN PLATE TO SPARDECK (SEE PROFILE).
FRAMES AT ENDS $7 \frac{1}{2} \times \frac{11}{16} \times \frac{1}{16}$ FORMING A GIRDER $10 \frac{1}{2}$ " DEEP
FRAMES IN ENGINE & BOILER SPACE $9 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$
FRAMES IN PEAKS $7 \times 3 \frac{1}{2} \times \frac{1}{16}$
DOUBLE BULKHEAD FRAMES $4 \times 4 \times \frac{1}{16}$ (20).
FRAMES SPACING 25".
REVERSE FRAMES IN DOUBLE BOTTOM $3 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$, DOUBLE IN WAY OF ENGINE ROOM & UNDER BOILER BEARERS.
BULKHEADS $\frac{1}{2}$ TO $\frac{3}{16}$. VERTICAL STIFFENERS $7 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$ AS SHOWN IN SKETCH. SPACED 30" APART.
BULKHEADS BETWEEN SPAR & MAINDECK $\frac{1}{2}$ STIFFENERS $7 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$. SPACED 30" APART.
BULKHEADS IN WAY OF TWEEDECK-BALLAST TANKS $\frac{1}{2}$ STIFFENERS $7 \frac{1}{2} \times 3 \frac{1}{2} \times \frac{1}{16}$ BRACKETED TO TOP AND BOTTOM & SPACED 30" APART.
STEM $11 \times 3 \frac{1}{2} \times 10 \frac{1}{2} \times 2 \frac{1}{2}$ AT TOP.
STERN FRAME $11 \times 7 \frac{1}{2}$
RUDDERHEAD $10 \frac{1}{2} \times 7 \frac{1}{2}$ AT HEEL. FIN TLES $5 \frac{1}{2}$
RUDDER PLATE $\frac{1}{2}$ PER SPECIAL PLAN.

CEILING UNDER HATCHES AND ABOVE TANK SIDE BRACKETS TO BE 2 1/2" WOOD. REMAINDER OF TANKTOP TO BE COATED WITH PATENT CEMENT.
MIDDLE STRAKE $4 \frac{1}{2} \times \frac{11}{16} \times \frac{1}{16}$ UNDER BOILERS $\frac{1}{2}$
TANKTOP $\frac{1}{2}$ IN HOLDS.
MARGIN PLATE $3 \frac{1}{2} \times \frac{11}{16} \times \frac{1}{16}$ IN BOILERSPACE $\frac{1}{2}$
BRACKETS $\frac{1}{2}$ IN BOILERSPACE

FLATPLATE-KEEL $3 \frac{1}{2} \times \frac{11}{16}$ FOR 1/2 L + 1/2" FOR 1/2 L A B C D E F
= 2 1/2" (INCREASED INSTEAD OF DOUBLING) TO 2 1/2" AT ENDS.

STRAKES B, C, D. REDUCED 1/2" IN THICKNESS IN WAY OF DOUBLE BOTTOM.
BOTTOM FORWARD STRENGTHENED AS PER RULE. FLATPLATE-KEEL INCR. 1/2",
CENTRE GIRDER INCR. 1/2" & GARBORD STRAKES 1/2" INSTEAD OF DOUBLING KEELPLATE FOR 1/2 L.

No. 31779
JOHN C. TUCKERSON & CO.
ENGINEERS & ARCHITECTS
NEW YORK
8-11-CX

13. 11. 07

Main Boole.
sfc. "Wartime"
Blue 1364

Heating surface 2108 square feet
 Grate 50 "
 Working pressure 213 lbs per sq. inch.
 Hydraul. 285 " " "

Material: Siemens-Martin-Steel
 Shell plating tensile strength of 22,9 - 26,7 tons per sq. inch.
 Elongation 22,5 per cent.
 All the other material 22,9 - 26,7 tons per sq. inch tensile strength.
 Elongation 25 per cent.
 All stay bolts with nuts and washers material Siemens-Martin-Steel
 tensile strength 25,4 - 28,6 tons per sq. inch.

John C. Tecklenborg A. G.

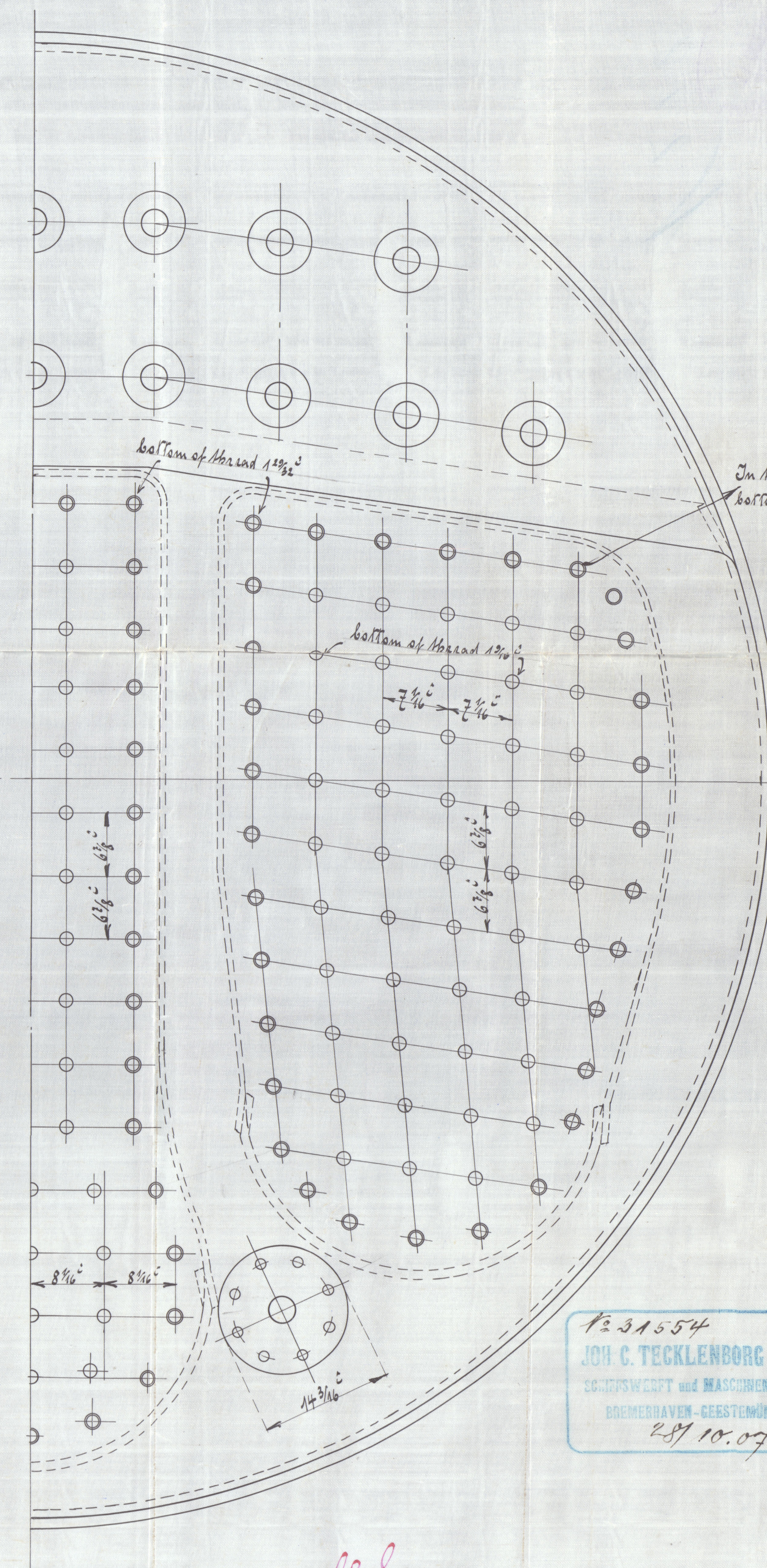
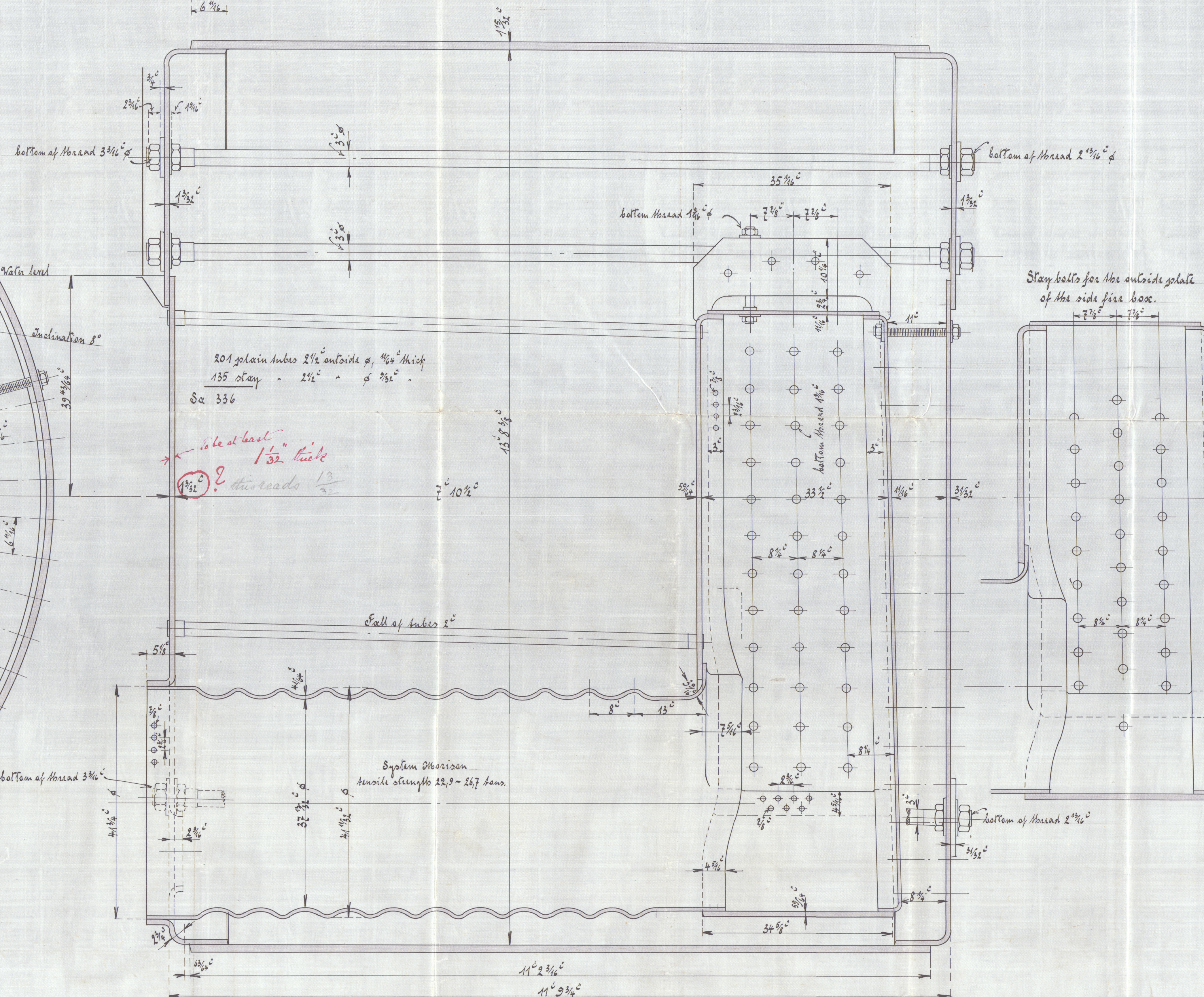
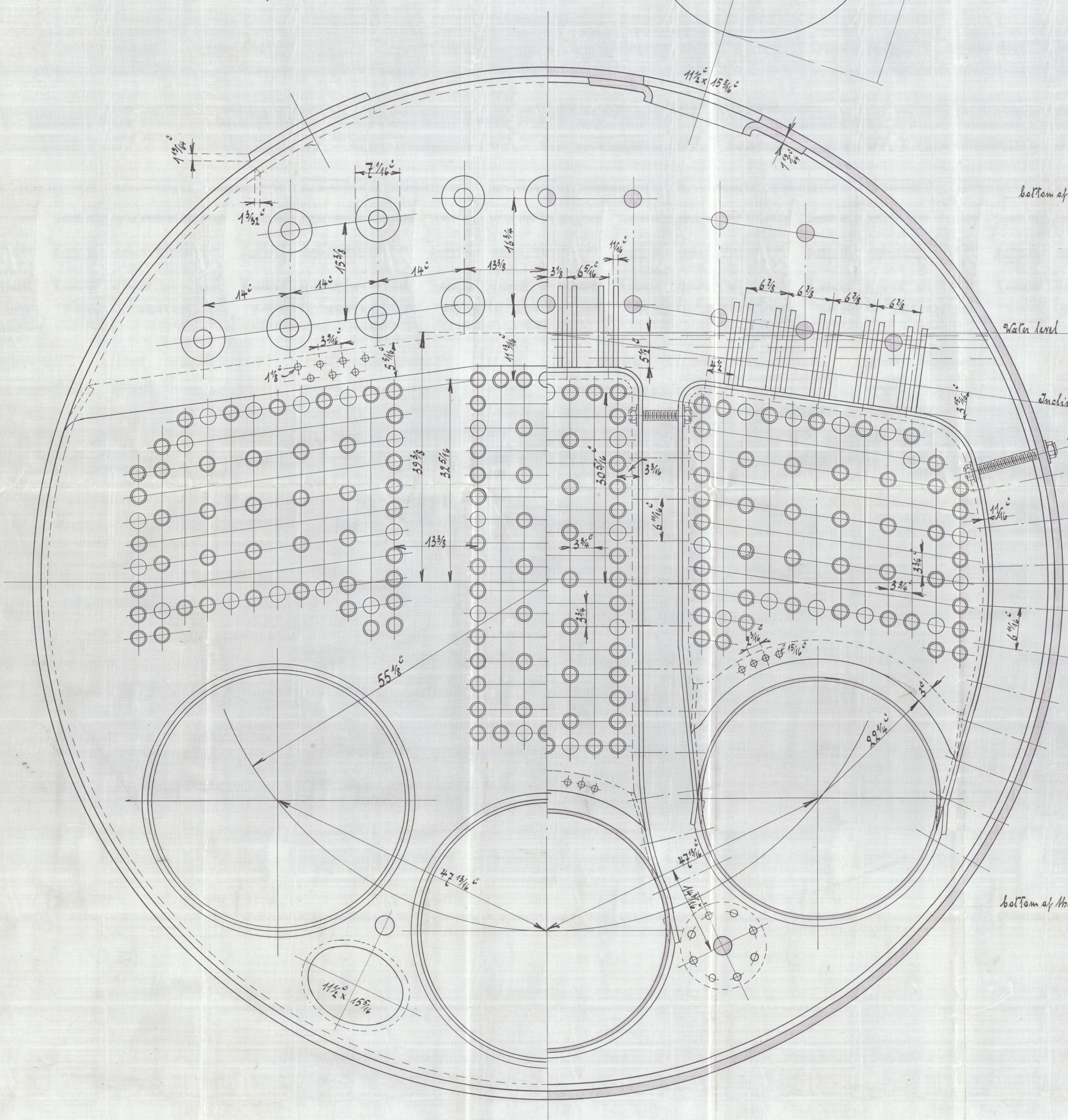
1/11/07 Steel-Boiler for ship 228.

To be classed 100 & 1 Steel.

Bremerhaven-Gesellschaft.

No. 292-93-94.

1:10.



No. 33883
 JOHN C. TECKLENBORG A.-G.
 SCHIFFSWERFT und MASCHINENFABRIK
 BREMERHAVEN-GERSTMÜNDE
 22/10/07.

P. 31554
 JOHN C. TECKLENBORG A.-G.
 SCHIFFSWERFT und MASCHINENFABRIK
 BREMERHAVEN-GERSTMÜNDE
 22/10/07.

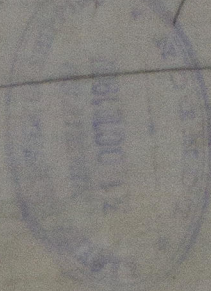
P.S.
 1.11.07.

Donkey Poles

J. L. Warburton
Dhm 1364

"Cartum"
Dhm 1364

RECEIVED - 1914
JAN 10 1914
JON C. LESTERSONS V-8
33084



"Cartum"



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Foundation

9/10/07

Steel Donkey-Boiler for ship No: 228.

to be classed 100 & 1 steel.

Joh. C. Tecklenborg A.G.

No: 295.

Bremerhaven - Geestemünde.

1:10.

Heating surface 1054 square feet.
Girth 45 "
Working pressure 121 lbs per sq. inch.
Hydram 192 " " "

Material: Siemens-Martin-Steel.

Shell plating: Tensile strength 26.7 - 30.5 tons per sq. inch.

Elongation 21.5 per cent.

All the other material: Tensile strength 29.1 - 33.9 tons per sq. inch.

Elongation 25 per cent.

All stay bolts with nuts and washers; material: Feinhammer.

Tensile strength 25.7 - 28.6 tons per sq. inch.

